

Dayton Aviation Heritage  
National Historical Park

**Transportation Scholar Program**

**Final Report  
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**Prepared for:  
National Park Foundation**

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## **ACKNOWLEDGEMENT**

Thanks to the Ford Motor Company, Dayton Aviation Heritage National Historical Park, and the National Park Foundation for making this internship possible. I am grateful to Superintendent Blake and the staff at Dayton Aviation Heritage, Montgomery County, the City of Dayton, Kim Norley at Cuyahoga Valley National Park, and the park partners for allowing me to get involved in so many very important projects.

My time with the Dayton Aviation Heritage National Historical Park was an excellent experience. I was able to participate in a wide range of projects, relating to transportation. The main transportation project within the park was the Heritage Trolley, which is funded and organized by the Greater Dayton Regional Transit Authority (RTA). Although my work on this project was limited because of the vast resources at the RTA, I was able to get involved in many other transportation related programs such Wayfinding.

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## **Executive Summary**

Dayton Aviation Heritage National Historical Park created on October 16, 1992 honors the legacy of three of Dayton's great men. It celebrates the genius and innovation of Orville Wright, Wilbur Wright, and Paul Laurence Dunbar. The park has four non-contiguous historic sites: the Wright Cycle Company, the John W. Berry, Sr. Wright Brothers Aviation, Huffman Prairie Flying Field and the Paul Laurence Dunbar State Memorial. The National Park Service, the Ohio, Historical Society, Wright-Patterson Air Force Base, Carillon Historical Park, and Aviation Trail, Inc. separately own and operate these sites.

The Wright brothers made significant contributions to aviation technology. The brothers worked hard at the Huffman Prairie Flying Field to perfect their flying machine. Paul Laurence Dunbar was the first African-American poet, play write, and story teller to receive literary acclaim.

### **The Dayton Aviation Heritage National Historical Park**

Dayton Aviation Heritage National Historical Park is a non-contiguous park within an urban setting. It includes; the Wright Cycle Company Complex, John W. Berry Sr., Wright Brothers Aviation Center, Huffman Prairie Flying Field, and the Paul Laurence Dunbar House State Memorial.

1. The Wright Cycle Company Complex is the focal point for much of the park's activities. The staff of the National Park Service will use and operate this building along with the Hoover block as the "Wright-Dunbar Interpretive Center."
2. The Wright Brothers Aviation Center is located at the Carillon Historical Park. Carillon Historical Park, Inc owns and operates this site. The park also houses the 1905 Wright Flyer III at the John W. Berry, Sr. Wright Brothers Aviation Center.

3. The Huffman Prairie Flying Field is located on the Wright-Patterson Air Force Base. The Wright-Patterson Air Force Base owns the Huffman Prairie Flying Field.
4. Located in West Dayton, the Paul Laurence Dunbar State Memorial is the final home of poet, Paul Laurence Dunbar.

The park has three partners: the Ohio Historical Society, Carillon Historical Park, and Wright-Patterson Air Force Base.

### **PROJECTS**

Dayton Aviation Heritage National Historical Park is relatively new and within an urban setting. As a result, the park is conducting several projects. Projects ranged from signage, parking, shuttle service, and recording the progress of construction projects to participation in the General Management Plan Amendment process. Signage is a major project for the park, which includes highway signs, local wayfinding signs, and entry signs. Transportation is also a major problem because many of the park units are not closely located and the many of the routes are circuitous.

The Park has been working together with the Greater Dayton Regional Transit Authority (RTA) to bridge the transportation problems within the park. The proposed shuttle service links the park's four park sites: Wright Cycle Co., Paul Laurence Dunbar House State Memorial, Wright Brothers Aviation Center, and Huffman-Prairie Flying Field Interpretive Center.

## Background

Dayton Aviation Heritage National Historical Park created on October 16, 1992 honors the legacy of three of Dayton's great men. It celebrates the genius and innovation of Orville Wright, Wilbur Wright, and Paul Laurence Dunbar. My involvement with this park started on September 16<sup>th</sup> 2002 and was in direct response to the park's transportation needs. My internship became possible through funding support to the National Park Foundation from the Ford Foundation.

Dayton Aviation Heritage emerged from the efforts of two grassroots organizations: Aviation Trail, Inc. and a coalition of local community leaders and activists. Aviation Trail, Inc. is a local not-for-profit group, formed to preserve and promote the rich aviation heritage in Dayton. Aviation Trail, Inc. first saved and restored the Wright Cycle Company and after identifying several other historic aviation sites created a self-guided vehicle tour. The logo can be found at more than 20 aviation sites throughout the



Figure 1 Aviation Trail, Inc. Logo

Montgomery and Greene County region. The organizations worked diligently to preserve the landmarks and through their efforts, a new national park emerged and the Dayton Aviation Heritage Preservation Act of 1992 passed (P.L. 102-419).

The park has four non-contiguous historic sites: the Wright Cycle Company, the John W. Berry, Sr. Wright Brothers Aviation, Huffman Prairie Flying Field and the Paul Laurence Dunbar State Memorial. When the park was created, congress charged the Park Service to promote public-private partnerships in all aspects of the parks development. The park is developed and managed through public-private partnerships. The National Park Service, the Ohio, Historical Society, Wright-Patterson Air Force Base, Carillon Historical Park, and Aviation Trail, Inc. separately own and operate these sites. The park's focus covers the period 1872 to 1906, the span of Paul Laurence Dunbar's life and from 1869, when the Wright family moved the Dayton to 1918, when Orville Wright his last flight as a pilot.

The Dayton Aviation Heritage Commission was mandated by congress after the legislature was passed in 1992. The Commission was to “assist federal, state, and local authorities and the private sector in preserving and managing the historic resources in the Miami Valley, Ohio associated with the Wright brothers, Aviation, or Paul Laurence Dunbar.” Within the purview of the Commission, a preservation and development plan was to be created for the Miami Valley. In addition the Commission would identify property that may be preserved, restored and developed; make recommendations of methods for establishing partnerships to foster development and preservation resources; propose transportation linkages; and provide reports on the use of private vehicles, traffic patterns, and public transportation to the areas.



## The Wright brothers

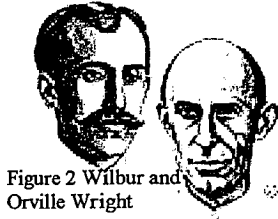


Figure 2 Wilbur and Orville Wright

The Wright brothers made significant contributions to aviation technology. The brothers self-trained in aviation; engineered and flew the first every “heavy-than-air powered flying machine” in 1903. At their cycle shop in West Dayton, (known as the Wright Cycle Company, one of the four park units) the brothers engineered the first practical plane. They later proved their genius when they earned their wings in Kitty Hawk, North Carolina. The brothers worked hard at the Huffman Prairie Flying Field - another park unit - to perfect their flying machine. It is on Huffman Prairie Flying Field (now encompassed by the Wright-Patterson Air Force Base) that the Wright brothers became major leaders in the development of this new technology. Later, they went on to open a flight school at the Flying Field, training hundreds of military and civilian pilots.

Wilbur Wright was born on April 16, 1867, the third child of Milton and Susan Koerner Wright. Wilbur spent his early years in eastern Indiana and moved to Dayton with his family in 1871. Orville Wright was four years Wilbur’s junior, he was born on August 19, 1871. Both brothers entered into a printing business in 1887 and later a bicycle shop in 1892. In 1896, when Wilbur heard of the death of Otto Lilienthal, he became very interested in solving the problem of powered flight. Together both brothers succeeded in piloting the first powered flying machine. Wilbur contracted typhoid fever and died on May 30, 1912. On January 30, 1948, Orville Wright died from a heart attack.

## Paul Laurence Dunbar

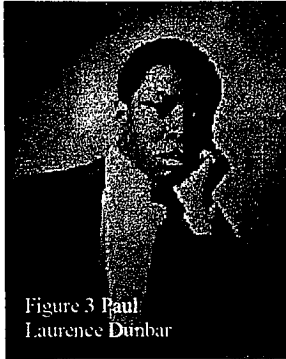


Figure 3 Paul  
Laurence Dunbar

Paul Laurence Dunbar was born on June 27, 1872 to slaves, Joshua and Matilda Dunbar. His parents had great courage and stalwart determination. Joshua Dunbar escaped slavery by traveling the Underground Railroad to Canada, where he gained his freedom. In the years that followed, Joshua Dunbar served among the 55<sup>th</sup> Regiment Massachusetts Volunteers and the 5<sup>th</sup> Calvary. Paul's mother, Matilda supported Dunbar's writing through her love of the English language, poetry, songs, and the story telling techniques she used to convey the history and legacy of her fore-fathers and her own experience as a slave. Matilda encouraged Paul to complete his studies at Central High School. There he wrote for the school newspaper and became president of the literary society and was also editor of the monthly student newspaper. Despite his ability, notable command of the English language, and education; discrimination forced him to work as an elevator boy.

Paul Laurence Dunbar wrote his first poem at the age of six. He later went on to become the first African American recognized nationally and internationally for his poetic genius, during a time when the literary world was exclusively for whites. He enriched the American society and the world through his dedication to recording history and social happenings through his novels, plays, short stories, news articles, essays, lyrics, orations, and poems. Dunbar elevated the minds of an entire generation. His work reflects the inequalities of the American society, and his mastery of both classic English and plantation dialectical forms. His writings are educational, passionate, intellectual, and entertaining. Dunbar's stories and poems come from his bitter firsthand experiences in a nation that declared its commitment to equality. Dunbar's literary triumphs were short-lived because of health problems which eventually led to his death on February 9, 1906 at 33 years. In his final years, he wrote feverishly throughout his sufferings with tuberculosis.

## The Dayton Aviation Heritage National Historical Park

Dayton Aviation Heritage National Historical Park is within an urban setting. The park is non-contiguous with four units separated by several miles. The units are located on either side of the City of Dayton, in Montgomery and Greene Counties. These are:

1. Wright Cycle Company Complex at 30 South Williams Street, which includes the Wright Cycle Company building, the Wright-Dunbar Interpretive Center, and the Aviation Trail Visitor Center.
2. *John W. Berry Sr.*, Wright Brothers Aviation Center at Carillon Historical Park.
3. Huffman Prairie Flying Field on the Wright-Patterson Air Force Base, which includes the Huffman Prairie Flying Field Interpretive Center.
4. Paul Laurence Dunbar State Memorial on Paul Laurence Dunbar Street. The memorial includes the home of Paul Laurence Dunbar, an urban barn, and the Visitor Center.

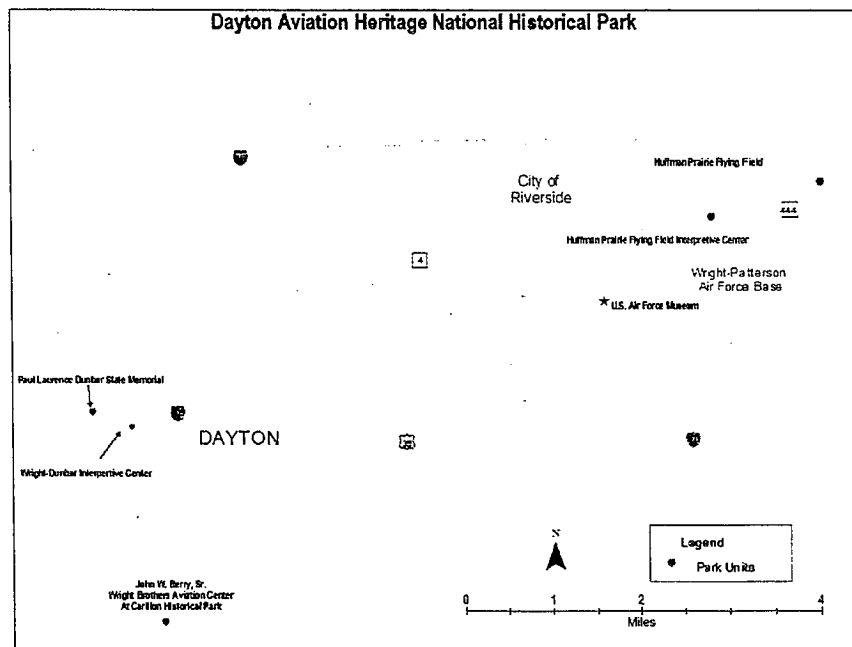


Figure 4 Units in the Dayton Aviation Heritage National Historical Park

## The Wright Cycle Company Complex

The Wright Cycle Company Complex is the focal point for much of the park's activities. There are five components to this unit:

- Aviation Trail, Inc., a non-profit organization, owns the *Setzer* building, now known as the Aviation Trail Building. The group has a large parachute collection and will use much of the space in the Setzer building for display. The building is historically significant and its preservation is essential to sustaining these qualities. The staff of the National Park Service will use and operate this building along with the Hoover Block as the "Wright-Dunbar Visitor Center."

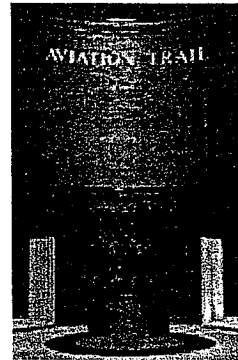


Figure 5 Aviation Trail Building, Entrance to the new Wright-Dunbar Interpretive Center

- The *Hoover Block* is adjacent to the Setzer building. This building also restored for its historic content, dating back to 1890 when the Wright brothers rented a small portion of the second floor of the building for their print shop and where Dunbar had much of his work printed.
- In addition, there are three housing units located along South Williams Street. Included in this is the *Wright Cycle Company*, which the Wright brothers used for the manufacture and repair of bicycles. The upstairs portion of the building was another location for their printing business. It was also in this building that the brothers penned many of their ideas on flight. South of this are two other units, now used for storage and office space for NPS staff.



Figure 6 Wright Cycle Co. during 1895 to 1897

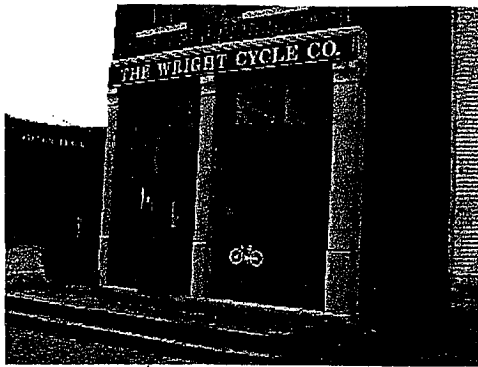


Figure 7 Wright Cycle Co today, with Aviation Trail Building in background. To the right are the other two housing units.

Renovation of the Hoover Block and Setzer Building is scheduled for completion in late spring 2003, in time for the summer festivities. The year 2003 marks the 100<sup>th</sup> year of flight and Dayton will be alive with many celebration activities. The building will hold exhibits depicting the events and scenes from the late 1800s to early 1900s.

### ***John W. Berry Sr., Wright Brothers Aviation Center***

The Wright Brothers Aviation Center is located at the Carillon Historical Park. Carillon Historical Park, Inc. owns and operates this site. There are numerous historical buildings and hundreds of exhibits and displays about heritage of Dayton and southwest Ohio. The privately owned museum complex dedicates much of its space to transportation. The park also houses the 1905 Wright Flyer III at the John W. Berry, Sr. Wright Brothers Aviation Center. During the late 1940s, Orville Wright with the help of several others restored the 1905 Flyer. For this reason, it has been included as a part of the Dayton Aviation Heritage National Historical Park. The Wright Brothers Aviation Center includes many of the articles used by the brothers in their cycle shops and in the construction of their flying machine.

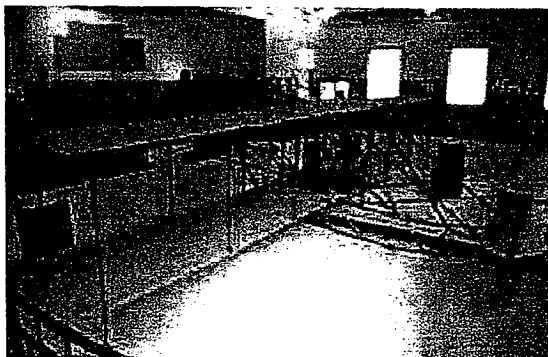


Figure 8 Restored 1905 Wright Flyer III housed at Carillon Historical Park

## Huffman Prairie Flying Field

The Huffman Prairie Flying Field is located in area C of the Wright-Patterson Air Force Base. The Wright brothers used this site during 1905 and 1916 to perfect their flying machine and operate their flight school. The brothers taught themselves during 1904 and 1905 to fly



Figure 9 1904 Wright Flyer

their heavier-than-air machine at the Huffman Prairie Flying Field. As they developed this machine, they needed a larger hangar and in 1910, they built the hangar, pictured below, on this site in support of flight tests they conducted on airplanes manufactured at their new company, the Wright Company. Shortly after this company opened, the brothers started the Wright School of Aviation in the same location.

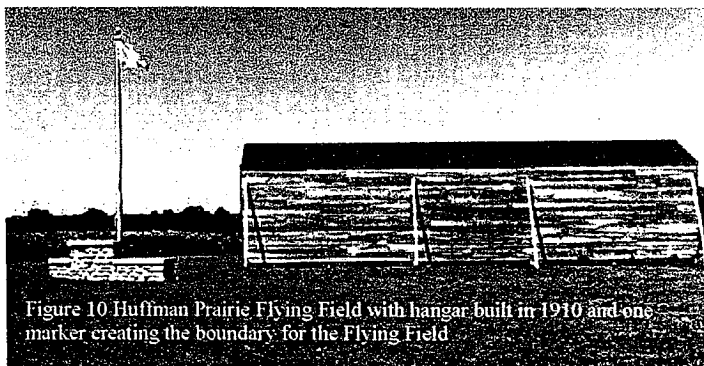


Figure 10 Huffman Prairie Flying Field with hangar built in 1910 and one marker creating the boundary for the Flying Field

The site is an irregular, seven sided field located some nine miles from the Wright Cycle Company Complex. The Wright-Patterson Air Force Base owns the Huffman Prairie Flying Field along with the

Wright Memorial (not a unit of the park). The Wright Memorial is about one mile from the field and is the site for the Huffman Prairie Flying Field Interpretive Center. The Interpretive Center is also located on the Air Force Base however; the National Park Service owns and operates this site. The center opened recently on December 17, 2002, a visitor will experience aviation interpretation from the December 17, 1903 through to the era of space technology.

## Paul Laurence Dunbar State Memorial



Located in West Dayton, the Paul Laurence Dunbar State Memorial is the final home of poet, Paul Laurence Dunbar. After Dunbar's death in 1906, his mother overcome with grief, could not and would not move his belongings. As a result, many of the exhibits in the house are original and authentic. The house displays his literary treasures, his personal items and many pieces of the family's furnishings.

Huffman Prairie Flying Field is the only unit located in Greene County, with the other three units in Montgomery County. The units are owned and operated by separate entities. There are four partners: the Ohio Historical Society, Carillon Historical Park, and Wright-Patterson Air Force Base. There are two federal bodies, Wright-Patterson Air Force Base, and the National Park Service; a state group, the Ohio Historical Society; and a local non-profit, Carillon Historical Park. Several problems arise because of the dynamics within the group. Such problems include: transferring funds, transferring land and ownership, coordination of staff interpretation and training, and transportation.

## **PROJECTS**

December 17, 2003 will mark the 100<sup>th</sup> anniversary of flight and this year Dayton will be in high gear. Organizations and groups such as Inventing Flight, Wright-Dunbar, Inc. and Carillon Historical Park will orchestrate numerous activities in celebration of this occasion in history.

Dayton Aviation Heritage National Historical Park is relatively new and within an urban setting. These two factors combined with other physical limitations of the park boundaries require very detailed planning. As a result, the park is conducting several projects. Many of these projects directly link to the upcoming summer celebrations, while some are more long term; others are experimental with the hope of becoming more permanent. Resulting from this the park has required assistance in numerous projects. Projects ranged from signage, parking, shuttle service, and recording the progress of construction projects to participation in the General Management Plan Amendment process.



## Signage

Signage is a major project for the park. There were many small and large projects within this category, wayfinding signs being of primary concern to the partners. This is so, mainly because the sites are non-contiguous. There are several miles between the park units and visitors can easily become frustrated if proper signage is a missing element. My involvement with signage included highway signs, local wayfinding signs, and entry signs.

### *Highway Signage*

Visitors to the park can access the sites using Interstate 75, Interstate 70, Interstate 675 or US Route 35. I-70 and I-75 are respectively major east-west and north-south corridors across the country, with a very high traffic volume. There is the potential to direct visitors off the highway and directly to the park sites. Locals to the Dayton area use the latter routes, I-675 and US Route 35, more frequently, which make them ideal locations for signage. Many local Daytonians are not aware that there is a National Park within the Dayton city limits. Burgess and Niple conducted a Multimodal Comprehensive Transportation Study in 2000. They developed a wayfinding program that sent traffic along I-70 and I-675 to the east Huffman Prairie Flying Field Interpretive Center and I-75 traffic to the western Wright Cycle Company Complex. From these locations, visitors would have access to information on all the park sites.

Highway signage for the park involved working with the Ohio Department of Transportation (ODOT). The project started in early 2002. The Park Superintendent and Executive Director for the Dayton Aviation Heritage Commission, met with the Miami Valley Regional Planning Commission and ODOT Districts seven and eight to procure signage along these routes. The project involved requesting signs on Interstate 75, 675, and 70 as well as US Route 35 to direct visitors to the exits leading to the National Park Service sites. All related documents were reviewed and from this, the necessary persons were contacted to confirm sign installation dates, negotiate, order, and deliver the

necessary manufactured goods for these signs. Installation was in two stages. The first sets of signs installed on December 1<sup>st</sup> 2002 on I-70 and I-675 were in time for the wreath laying on December 17<sup>th</sup> at the Wright Memorial and celebrations for the grand opening of the new Huffman Prairie Flying Field Interpretive Center. On March 1<sup>st</sup>, ODOT installed the second set of signs on I-75 in time for the opening of the Wright-Dunbar Interpretive Center. Negotiations for signs on US Route 35 were not successful..

Locally, the sign wording was reviewed and approved by the partners. ODOT approved installation of two signs in either direction on I-75, I-675 and I-70. ODOT installed the signs on I-70 and I-675 to read "Wright Bros. Sites" and on I-75 indicating "Wright Bros. / Dunbar." The park needed to provide ODOT with the required NPS Arrowhead. This was reflective grade vinyl attached to aluminum. For specific details on this project, please refer to Appendix I, which provides notes and letters to the parties involved, sign design, sign wording, and order slips.

### ***Site Entry Signs***

The units, being non-contiguous, make it was necessary for all the units to use and display the NPS logo on entry signs of equal quality and similar design. The park is unfamiliar to most persons and it is important that each site is identified using the NPS arrowhead and the park name (Dayton Aviation Heritage National Historical Park) as well as the name of the individual sites. The park worked with the Landscape Architect from Cuyahoga Valley National Park and Northcoast Sign Works in Richfield, Ohio to design and manufacture these signs. For this project, assistance was given in selecting colors and material for the signs. Also, work with the partners in reviewing the design and getting approval for these. Below is an example of the design drawings that partners reviewed and a completed sign.

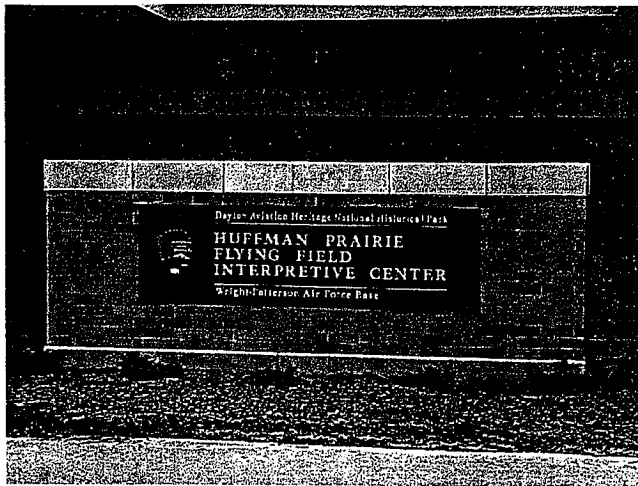


Figure 12 Final Entry Sign at the Huffman Prairie Flying Field Interpretive Center

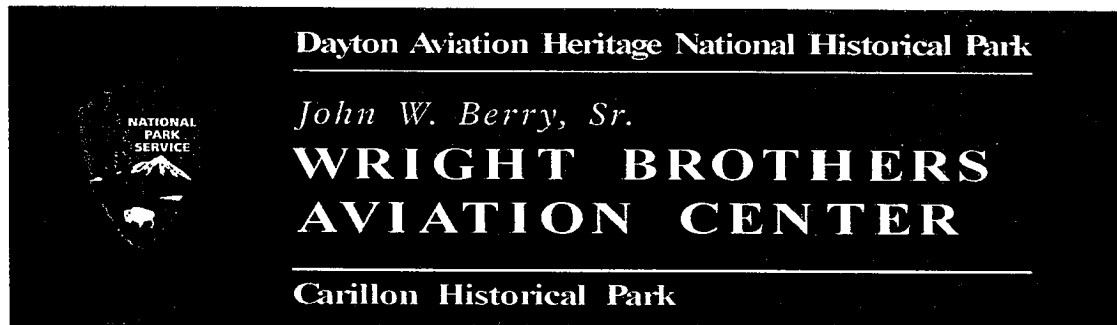


Figure 13 Final Design for Entry Sign at Carillon Historical Park

## *Wayfinding*

This project is a joint effort by the Park Service and its partners, in conjunction with the Montgomery County, the City of Dayton, and the City of Riverside. The Montgomery County fully supports the project, and has invested funding and services to the park for the creation of these wayfinding tools. The group procured the services of Corbin Design for the purpose of designing signs and contracting manufacturers and installers.

Corbin Design is an environmental graphic firm established in 1976. The firm develops wayfinding and signage systems. Corbin developed a preliminary wayfinding plan in October, which included a sign location map, and sign samples (see Appendix II for the first draft of the Corbin Wayfinding plan). For this project, a detailed review of the plan was conducted, producing very specific comments on the sign design, preferred route, and sign message (see Appendix III). From these comments, Corbin could more easily identify the sites, the preferred routes, and understand the dynamics of the park. Corbin visited the park in early November and collected the information including pictures of specific locations for each sign, specific text, and specific routes.

The company produced a second plan containing a sign message schedule, sign location plan, design intent drawings, and reference photos (see appendix IV). Following this, the plan was reviewed. While partners were satisfied with the overall content of the plan; there were errors within the messaging schedule and the sign location plan. The final comments outlined in appendix V assisted Corbin Design in creating a final wayfinding plan. This final draft plan (see Appendix VI) produced by Corbin included the Sign Message Schedule and Design Intent Drawings. The information from this plan will assisted the fabricator, Unicorn Sign Factory, provide the partners with a cost estimate and determine a subcontractor to produce the poles. The sign manufacture will be in two parts: Unicorn will produce the panels with the sign message and the brackets, while Unicorn subcontracts the manufacture of the poles.

The county and the park, to a lesser extent, have been working with the various jurisdictions to obtain approval to install the signs in the areas designated by Corbin. The second plan, previously mentioned, despite its inaccuracy contained more details and offered a better negotiating tool with the jurisdictions. However, Montgomery County needed to establish the exact location for each sign. Using the pictures provided by Corbin and first hand knowledge of the visitor route; a key outlining the location of each sign was prepared (see appendix VII). The document not only outlined the exact street locations, but the jurisdiction and county each sign falls into. The signs were within the following jurisdictions - the City of Dayton, the City of Riverside, ODOT District Eight, Wright-Patterson Air Force Base, and Bath Township - across two counties (Montgomery and Greene). Because there are contrasting regulations between the townships, the jurisdictions and the Department of Transportation, the park had to engage in conference with the groups. After meeting with ODOT District Eight, and a carefully examining the plan, there were six signs within District Eight. ODOT later agreed to manufacture and install these signs at their expense.

At the end of meetings with the City of Fairborn, both groups gave permission for the signs and agreed to install them at no cost to the Park or Montgomery County. We are still negotiating with the City of Dayton regarding the location of signs and the size of these signs in this jurisdiction, see appendix VII. In a meeting with the City of Dayton, they found problems with 12 of the 26 signs to be place within the city limits. The comments in appendix VIII, highlights recommendations to the Park Service, Montgomery County and the City of Dayton for addressing these problems.

The park is currently in the process of obtaining funds from the county to order the signs from UNICOR. Manufacture and installation of the signs are set for early June.

## **Transportation**

As mentioned earlier the park is non-contiguous, with four units. The closest point between the three units located on the west side of Dayton is 0.5 miles. It is a comfortable walking distance but poor urban conditions pose a hindrance. To get to the Wright Brothers Aviation Center at Carillon Historical Park from the Dunbar House State Memorial requires visitors to travel just a little over three miles. Both the Wright Cycle Company Complex and the Dunbar House State Memorial are located in the Wright-Dunbar Village. The Wright-Dunbar Village is a fast growing urban community west of the City of Dayton. New stores are opening, and houses have been constructed rapidly through the cold winter months. There are a lot of activities, planning and preparations for the community. This summer the community will be bustling and inevitably, parking and transportation will become difficult particularly for out-of-town visitors. There is currently limited parking at the new Wright Cycle Company Complex and the Dunbar House State Memorial.

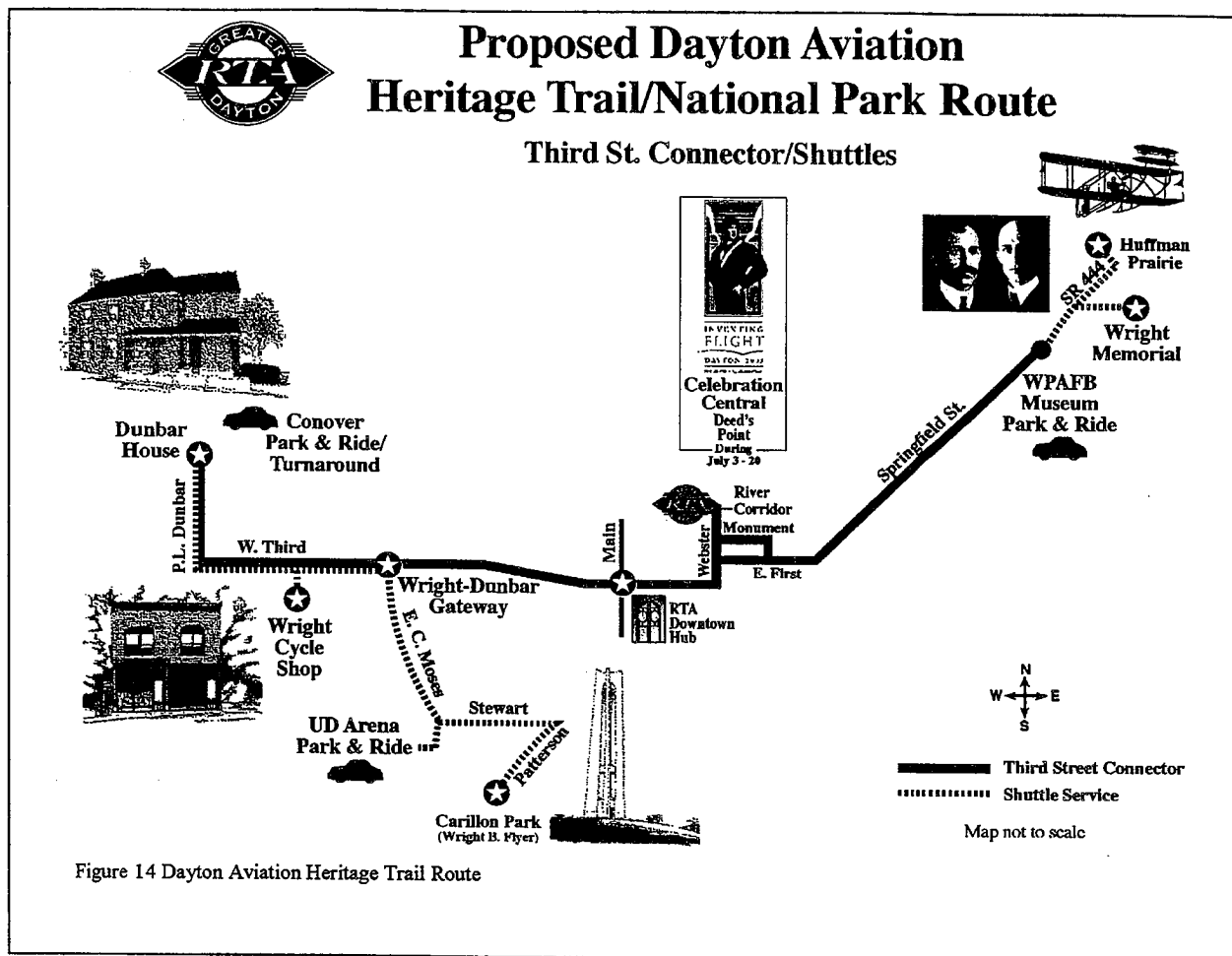
The unit to the east side of the City of Dayton comprises two sites and again there are at least three miles of circuitous travel between them. The Huffman Prairie Flying Field is within the gates of the Wright-Patterson Air Force Base. The site is therefore, only opened during daylight hours and with skeet ranges abutting the Flying Field, opening hours are short and irregular. To aid in addressing this problem the Huffman Prairie Flying Field Interpretive Center opened on December 17<sup>th</sup>. The park sees the Interpretive Center as the east hub where visitors can get scheduled information on the Flying Field. The operating hours can cause confusion for visitors. Again, transportation begins to play a major role in ensuring visitor satisfaction. The 2001 Multimodal Comprehensive Transportation Study prepared by Burgess and Niple proposes an independent park shuttle system, creating a separate gateway access to the Flying Field and acquiring and generating parking facilities.

### ***Dayton Aviation Heritage Trail***

The Park and the Greater Dayton Regional Transit Authority (RTA) are working together to bridge the transportation problems within the park. In preparation for the Centennial of Flight Celebrations in Dayton, RTA will service the sites using a shuttle system that will link the east and west and, at each location the individual sites.

The proposed shuttle service links the park's four park sites: Wright Cycle Co., Paul Laurence Dunbar State Memorial, Wright Brothers Aviation Center, and Huffman-Prairie Flying Field Interpretive Center. The service runs between the periods June 1 to September 30, 2003, from approximately 8:00 AM to 6:00 PM, 7 days a week. Shuttles will operate at 30-minute intervals and are in close proximity to parking facilities that serve all sites. Regular shuttle service will leave to the U.S. Air Force Museum from the Conover Street Park and Ride and back every thirty minutes. These shuttles will travel along Third Street and Springfield Street, this representing the connector route or trunk portion of the line (see figure 14 below). Large 35-foot buses will operate this section of the route. At either end, smaller 25-foot buses (called Wright-Flyer) will run between the sites. The service will be free to users and easily identified because of the unique wrap on each bus.

Shuttle service will expand between July 3 and 20, to accommodate the festivities organized by Inventing Flight. The system will double up on buses and use larger units, to service River Corridor as a stop along the shuttle route. An additional park and ride stop will be added at the University of Dayton Arena to facilitate the higher volume of visitors.



For the remainder of the summer, service will be available from each park site and the park and ride facilities at Conover Street and the U.S. Air Force Museum. Large shuttles will operate between the Wright-Dunbar (western) sites and U.S. Air Force Museum (toward the east), while smaller shuttles will be used to tour visitors around the Wright-Dunbar area and Carillon Park and again between the U.S. Air Force Museum and the Huffman Prairie Flying Field Interpretive Center.

Shuttle stops will be conveniently located at the Paul Laurence Dunbar State Memorial, the Wright Cycle Company Complex, Carillon Park, RTA Downtown Hub (intersection of Third and Main Streets), U.S. Air Force Museum, Huffman Prairie Flying Field, and the Wright Memorial and Huffman Prairie Flying Field Interpretive Center. Shuttle



riders will also have published fixed schedules and a route map. Kiosks at each park and ride location will have information booths with brochures and maps.

A link to the Greater Dayton Regional Transit Authority (RTA) on the Dayton Aviation Heritage National Historical Park website was created. This will educate visitors to the website, of the shuttle services this summer. RTA is currently, creating brochures and once this is complete, visitors will have direct access to it from our website. An article was also in the autumn newsletter. Convention and Visitor Bureaux within and around Southern Ohio have also received letters advising them of the shuttle system (see appendix IX).

### ***Gateway Access and Circulation***

Access to Huffman Prairie Flying Field is circuitous. Visitors must enter using Gate 16A, which is off State Route 444 a major through-street for students and staff at Wright State University and the Air Force Base. There is no traffic signal at the entrance and making a left turn becomes problematic. The visitor then has to pass through Base Security and travel a two-mile, winding path to finally arrive at the Flying Field. Access to the Flying Field from the Visitor Center on Wright Brother Hill can also be dangerous. It requires a left turn from the hill onto Kauffman Road, a very busy four-lane street connecting the base and Wright State University.

The Burgess and Niple "Multimodal Comprehensive Transportation Study" (see appendix X for details on this section of the plan) propose various combinations of bridges and bike paths over State Route 444 and the Air Force Base. These options would offer a more direct route to the Flying Field and be directly linked to existing bicycle paths.

Assisting in this project involved completing a report to the Federal Highway Administration. The Dayton Aviation Heritage Commission received a grant to complete the first phase gateway project. However, the Commission's status, within a federal

department, made it difficult to access and use the funds. The Federal Highway Administration received a copy of the completed Transportation and Community and System Preservation Pilot Program (TCSP) Report, attached as Appendix XI. The project is currently on hold awaiting the release of these funds to begin construction.

## **Construction Projects**

The face of the Wright-Dunbar Village is rapidly changing. There are two construction projects directly related to the Park. The progress of the projects was recorded from their start. The first of these is Seven Hawthorne, formerly the site of the home of the Wright family at the turn of the century. The commission rebuilt portions of the front porch as an interpretive tool. The following digital images summarize the progress of the project.

The Paul Laurence Dunbar Streetscape Project started in mid-October. The project involved restoring the street to its original beauty, by replacing broken brick, asphalt or cement in the roadway with new brick of equal quality. The City of Dayton replaced the old, broken sidewalks; put in new lighting fixtures and is in the process of planted trees. Again, the pictures below highlight the project's progress.

## Seven Hawthorne

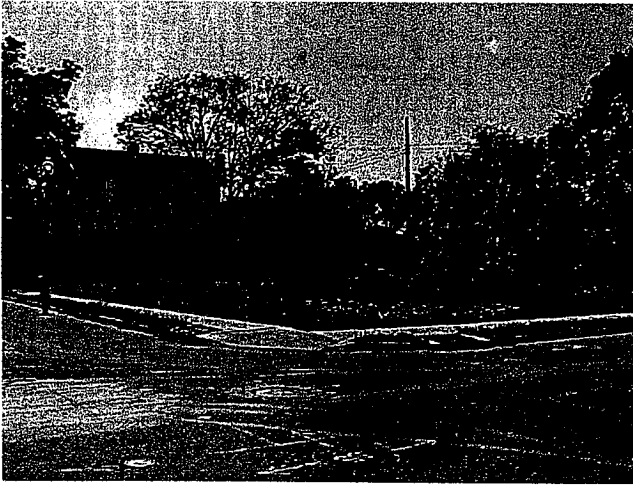


Figure 15 7 Hawthorne Street, September 24<sup>th</sup>, site of the home of Orville and Wilbur Wright.



Figure 16 Rebuilt front patio, taken on December 6<sup>th</sup>.

## Paul Laurence Dunbar Streetscape Renewal Project

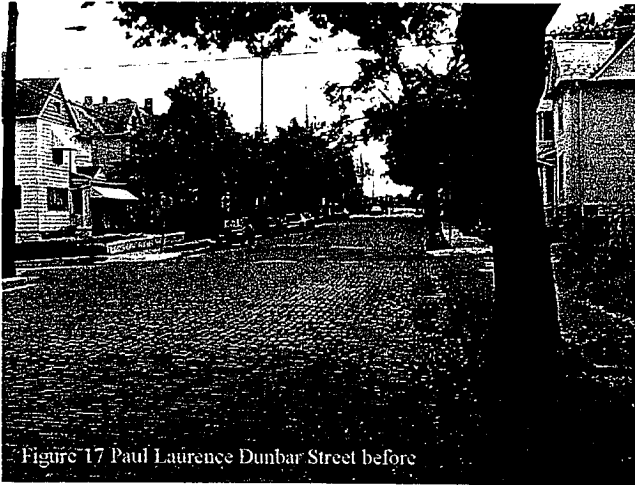


Figure 17 Paul Laurence Dunbar Street before

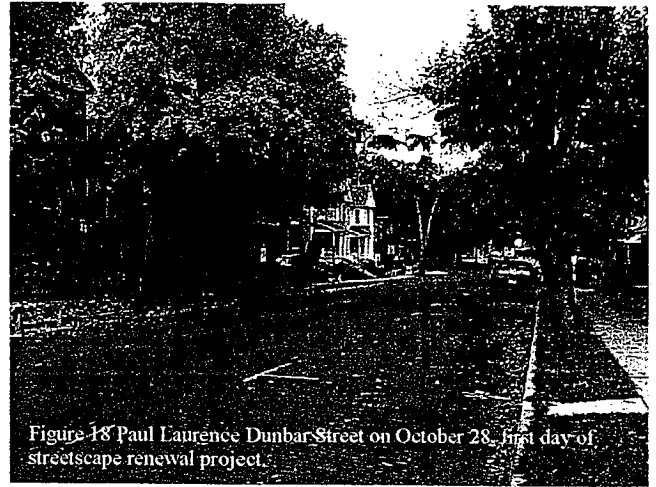


Figure 18 Paul Laurence Dunbar Street on October 28, first day of streetscape renewal project.

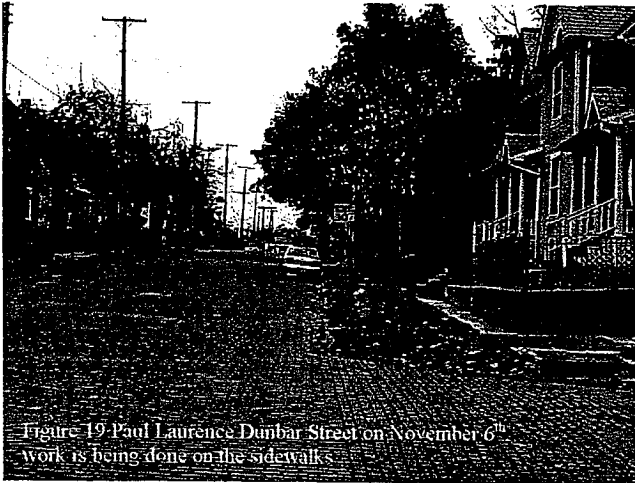


Figure 19 Paul Laurence Dunbar Street on November 6<sup>th</sup> work is being done on the sidewalks

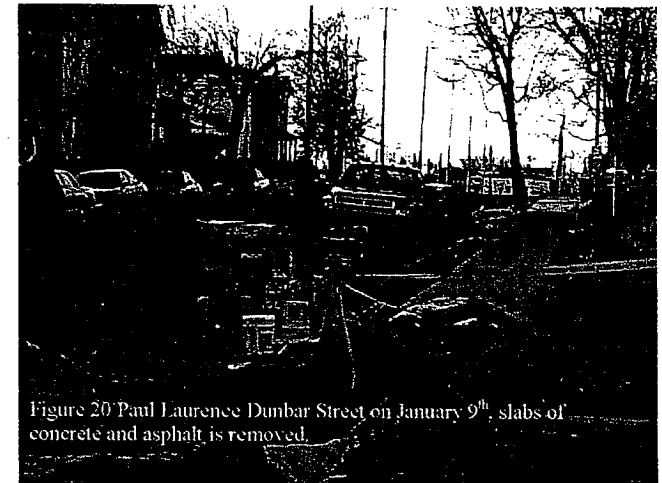


Figure 20 Paul Laurence Dunbar Street on January 9<sup>th</sup>, slabs of concrete and asphalt is removed.



Figure 21 Paul Laurence Dunbar Street on March 4<sup>th</sup> the project is in the final stages. Lighting fixtures are now installed

### **Map work**

Map work involved creating maps upon request using Arc View 8.0. The following maps were created to assist in tours, presentations, and visitors. To produce these maps data was collected from the GIS Department at the Miami Valley Regional Planning Commission. The material collected included digital information on roadways, rivers, and landmarks for both Montgomery and Greene Counties. Using the information collected maps were created showing all four units of the parks, proposed route for visitors to the park, property ownership and building locations

The map illustrates the Wright Dunbar Property, which includes several buildings and streets. The property is bounded by Hawthorne St to the west, Shannon St to the south, and 1st St to the east. The buildings shown are:

- Wright Lab Site (top right)
- Hoersting-Hoffman Building (top center)
- Cycle Shop (top center)
- Fifth (top center)
- Wright Dunbar, Inc. (top center)
- Wright Cycle Co. (center)
- Wright Dunbar Performance Center (center)
- Fisher Market (center)
- Pechin Theatre (center)
- Allaman Building (bottom center)
- Midget Theatre (bottom right)

The map also shows the following streets:

- Hawthorne St
- Shannon St
- 1st St
- 2nd St
- 3rd St
- 4th St
- 5th St
- 6th St
- 7th St
- 8th St
- 9th St
- 10th St
- 11th St
- 12th St
- 13th St
- 14th St
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- 37th St
- 38th St
- 39th St
- 40th St
- 41st St
- 42nd St
- 43rd St
- 44th St
- 45th St
- 46th St
- 47th St
- 48th St
- 49th St
- 50th St

A legend in the bottom left corner identifies the following:

- Wright Dunbar Property (hatched pattern)
- Open Lot (white)
- Business Services Office (dotted pattern)
- National Park Service (cross-hatched pattern)
- Federally-Owned Property (diagonal lines)

A north arrow is located in the bottom left corner, pointing towards the top of the map.

Figure 22 Main Street Property

# Dayton Aviation Heritage National Historical Park

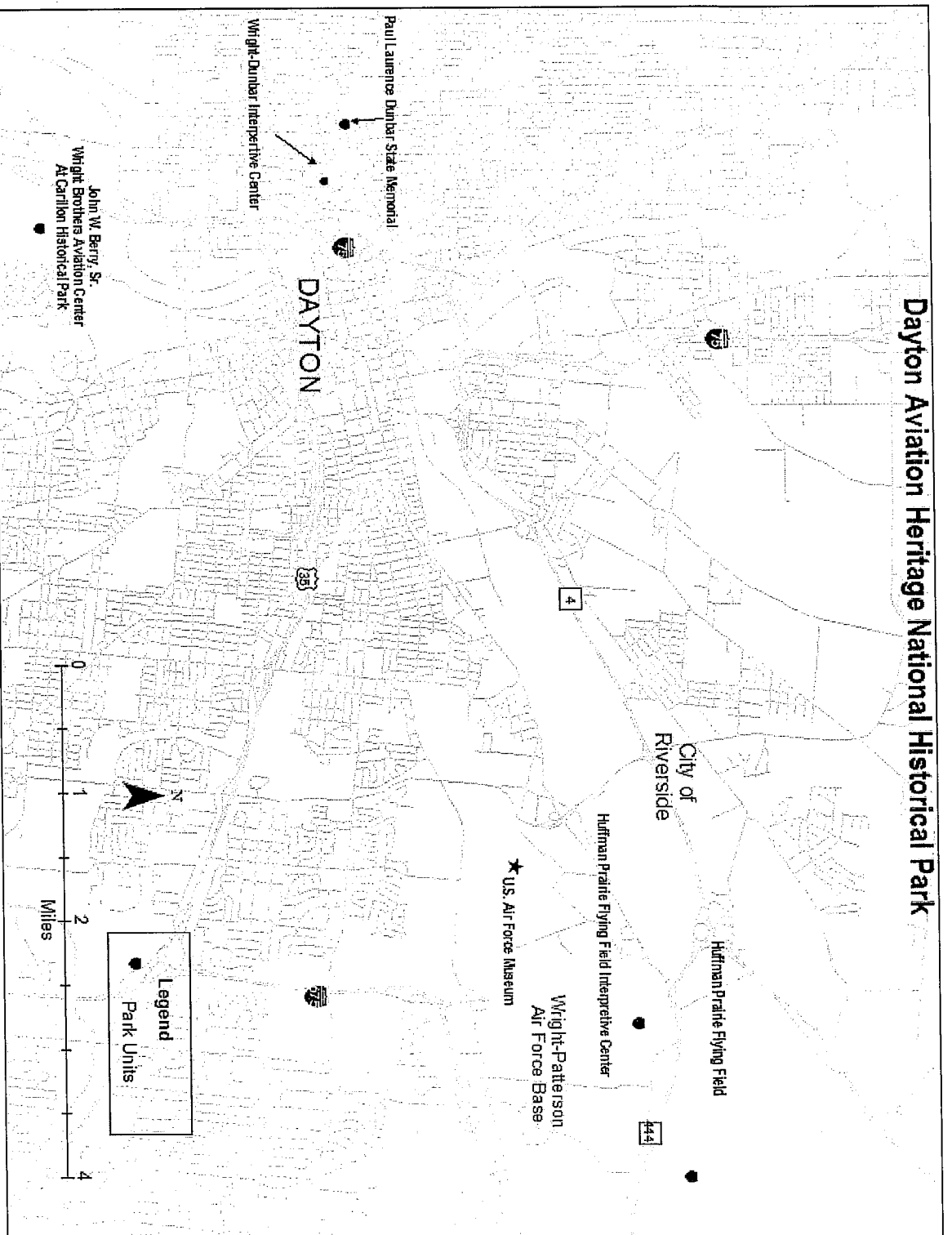


Figure 23 Dayton Aviation Heritage National Historical Park sites throughout Dayton



## Secretary Norton's Tour

### Dayton Aviation Heritage National Historical Park

